

WORKSHEET
Restoration of Conroe Lot
Section D, Lot 126 (400 sf)

June 7 through June 10, 2005

* Mario's report for this project was consolidated with seven others he worked on at the same time and then apportioned among them.

Employee	Hours	Rate	\$
Rodriguez, Mario	4.84	25.00	121.00
Aguilar, Teofilo	4.84	15.00	72.60
TOTAL LABOR			193.60
Equipment	Hours	Hourly Rate	\$
Yellow tractor	3.24	12.50	40.50
TOTAL EQUIPMENT			40.50
Materials	Quantity	Unit Price	\$
Ready-mixed concrete (80# bag)	9.28	2.45	22.74
TOTAL MATERIALS			22.74
TOTAL LABOR, EQUIPMENT, MATERIALS			256.84
		Plus 11 percent	28.25
		GRAND TOTAL	285.09

WORKSHEET
CONSOLIDATED for JUNE 8 THROUGH JUNE 10, 2005

				Conroe	Goodhue	Hudson	Mayer	Meyer	Sedgwick	Vaughan	White	
				16%	12%	13%	12%	13%	5%	13%	16%	100%
Employee	Hours	Rate	\$									
Rodriguez, Mario	24	25.00	600.00	96.0	72.0	78.0	72.0	78.0	30.0	78.0	96.0	600.0
Aguilar, Teofilo	24	15.00	360.00	57.6	43.2	46.8	43.2	46.8	18.0	46.8	57.6	360.0
TOTAL LABOR			960.00	153.6	115.2	124.8	115.2	124.8	48.0	124.8	153.6	960.0
Equipment	Hours	Hourly Rate	\$									
Yellow Tractor	14	12.50	175.00									
TOTAL EQUIPMENT			175.00	28.0	21.0	22.8	21.0	22.8	8.7	22.7	28.0	175.0
Materials	Quantity	Unit Price	\$									
Ready-mixed concrete (80# bag)	58	2.45	142.10									
TOTAL MATERIALS			142.10	22.7	17.0	18.5	17.0	18.5	7.2	18.5	22.7	142.1
TOTAL LABOR, EQUIPMENT, MATERIALS			1,277.10									
		Plus 11 percent	140.48									
GRAND TOTAL			1,417.58	226.8	170.1	184.3	170.1	184.3	70.9	184.3	226.8	1417.6

TIME SHEET
GLENWOOD CEMETERY

Three projects:

PROJECT EST AVE: project.
6 - 7., 2005

1/3 sh' } Conroe
 } White
 } Goodtime

Employee	In	Out	Hours Worked	Worked Performed
Mario Rodriguez	1:pm.	4:pm.	3	
Ramon Estrada				excavation for logs. Level.
Teofilo Aguilar	1:pm.	4:pm.	3	
TOTAL HOURS				

Equipment Used	Hours Used	Worked Performed
yellow TRACTOR.	3	

Materials Used	Quantity Used
none	

Compiled by _____, _____, 2005
Martha W. Peterson

Approved by _____, _____, 2005
Richard A. Ambrus

Comroe
White
Goodhue
Mayer
Mayer

Madgwick
Vaughan
Hudson

TIME SHEET
GLENWOOD CEMETERY

PROJECT Logs on EST AVE:
6 - 8, 2005

Employee	In	Out	Hours Worked	Worked Performed
Mario Rodriguez	7:Am.	4:pm.	8	excavation FOR NEW FOUNDATION.
Ramon Estrada				
Teofilo Aguilar	7:Am.	4:pm.	8	
TOTAL HOURS				

Equipment Used	Hours Used	Worked Performed
Yellow Tractor	5	

Materials Used	Quantity Used
18. Bag Redy mix concrete	
80 POUND.	

Compiled by _____, _____, 2005
Martha W. Peterson

Approved by _____, _____, 2005
Richard A. Ambrus

Connor
 White
 Goodhue
 Mayr
 Mayr
 Edgworth
 Vaughan
 Hudson

TIME SHEET
 GLENWOOD CEMETERY

PROJECT Project on EST AVE.
6 - 9, 2005

Employee	In	Out	Hours Worked	Worked Performed
Mario Rodriguez	7:Am.	4:pm.	8	Foundation w/ concrete. For 3 Logs.
Ramon Estrada				
Teofilo Aguilar	7:Am.	4:pm.	8	
TOTAL HOURS				

Equipment Used	Hours Used	Worked Performed
Yellow TRACTOR.	4	

Materials Used	Quantity Used
24 Bag Redy mix concrete.	
80 pounds.	

Compiled by _____, _____, 2005
 Martha W. Peterson

Approved by _____, _____, 2005
 Richard A. Ambrus

TIME SHEET

GLENWOOD CEMETERY

PROJECT ON EST AVE: Logs.
6 - 10, 2005

Employee	In	Out	Hours Worked	Worked Performed
Mario Rodriguez	7:AM.	4:PM.	8	
Ramon Estrada				RElevel 7 Logs.
Teofilo Aguilar	7:AM.	4:PM.	8	
				DONE. TODAY.
TOTAL HOURS				

Equipment Used	Hours Used	Worked Performed
yellow TRACTOR	5	

Materials Used	Quantity Used
16 BAGS concrete mix	
80 POUND.	

Compiled by _____, _____, 2005
Martha W. Peterson

Approved by _____, _____, 2005
Richard A. Ambrus

THE
HANDBOOK
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CONROE, TEXAS. Conroe, the county seat of Montgomery County, is on Interstate Highway 45 at the junction of the Union Pacific and the Burlington Northern Santa Fe railroads, seven miles southeast of Lake Conroe in central Montgomery County. In 1881 Houston lumberman Isaac Conroe established a sawmill on Stewarts Creek two miles east of the International-Great Northern Railroad's Houston-Crockett line on a tract of land in the J. G. Smith survey, first settled in the late 1830s. A small tram line connected the mill to the I-GN track, but Conroe soon transferred his operations down the tracks to the rail junction, where his new mill became a station on the I-GN. In January 1884 a post office was established at the mill commissary, and, at the suggestion of railroad official H. M. Hoxey, the community took the name Conroe's Switch, in honor of the Northern-born, former Union cavalry officer who founded it and served as its first postmaster; within a decade the name was shortened to Conroe.

In the mid-1880s the Gulf, Colorado and Santa Fe Railway extended its Navasota-Montgomery spur eastward through the town, which thus became the only junction of major rail lines in the county. Conroe Mill School was established in 1886, and not long afterward the community's first black school was founded at Madeley Quarters, south of town. A lumber boom beginning in the late nineteenth century in the Piney Woods of eastern and central Montgomery County attracted scores of settlers to Conroe. By 1889 the population had climbed to an estimated 300. In that year Conroe replaced Montgomery as county seat. A residence donated by Isaac Conroe served as a temporary courthouse until a permanent brick structure could be erected in 1891. By the early 1890s Methodist, Presbyterian, and Baptist congregations were organized in the town; they initially shared a single house of worship. Simultaneously, black residents founded Baptist and African Methodist Episcopal congregations.

By 1892 the community had become a shipping center for lumber, cotton, livestock, and bricks, and had five steam-powered saw and planing mills, several brickyards, a cotton gin, a gristmill, several hotels and general stores, and a population of 500. The Conroe Independent School District was established in 1892, combining twelve nearby common school districts, and within a year a second white school was established in the town. By 1896 the community's first weekly newspaper, the *Courier*, had been founded.

During the late nineteenth and early twentieth centuries Conroe briefly shipped local tobacco. In 1900 a four-room schoolhouse for white pupils of all grades was constructed, and the local black school was transferred to the building abandoned by the whites. Since 1900 most black residences have been in a district on the southeastern edge of town. In 1902 the town's first white high school class graduated. Three years later a public school library was established. In April 1903 a private coeducational vocational school for blacks was founded by Dr. Jimmie Johnson on a seven-acre tract in northeast Conroe and quickly began to attract students from around the state. Funds for support of the institution were solicited from black churches, conventions, and organizations throughout the nation; local white residents also made financial contributions to the school and provided its students with employment in their homes and businesses. By the end of World War I^{qv} the college's enrollment had climbed above 400.

By 1900 Conroe was Montgomery County's largest community. It was incorporated in 1904 with a population of 1,009, and its first mayor and city council were elected the following year. In 1906 the first electric lighting appeared in the town when an electrical generating plant was constructed on nearby Stewarts Creek. About 1910 the community's first Catholic church was constructed, and the first black public school was established. Over the next two decades the Conroe Independent School District was expanded to encompass twenty-five square miles. Some 617 pupils were enrolled in the district by 1913.

Six years later the first black high school in Conroe was established.

The prosperity of the local agriculture and timber industries in the early twentieth century enabled Conroe to continue its rapid early growth despite severe fires in 1901 and 1911, which destroyed much of the business district near the courthouse square. Southwest of town in 1913 the Delta Land and Timber Company established one of the most extensive milling operations in the South; the company eventually employed 700 people. In addition to its many churches and schools, by 1914 Conroe had two banks, five grocery and hardware stores, two dry-goods stores, two drugstores, a cotton gin, a waterworks, a planing mill, numerous sawmills, box factories, cross-tie mills, two weekly newspapers, the *Courier* and the *Montgomery County Times*, and an estimated population of 1,374. The population continued to climb for the next several years, reaching an estimated 1,858 in the mid-twenties and an estimated 2,457 by 1931.

A sanitarium was established in Conroe in 1920. The community acquired its first fire truck in 1921, and two years built its first fire station. In 1922 the courthouse grounds became the scene of communal violence when a black mill worker accused of rape was lynched. In the mid-1920s the Dr Pepper Company^{qv} opened a soft-drink plant in the community. In 1925 the Conroe Independent School District was enlarged to its present size, 330 square miles, with the inclusion of fifteen rural common schools and 600 additional pupils scattered through central and southern Montgomery County. Children from discontinued schools were transported in private buses to schools in Conroe.

After years of sustained growth, the town's prosperity was threatened in the late 1920s by the dwindling of the improperly managed local timber supply. Then in 1930 the spreading effects of the Great Depression^{qv} struck Montgomery County, drastically curtailing lumber production and forcing many mills to close. In November 1930 Conroe's only bank abruptly failed and pushed many residents and institutions into financial doldrums for many years. Faced with precipitous declines in revenue, Conroe's schools struggled to complete full terms. But the community's fortunes began to improve on December 13, 1931, when George W. Strake^{qv} discovered oil seven miles southeast of town, thus marking the opening of the Conroe oilfield^{qv} and triggering an oil boom in the county. Within weeks the local economy had revived, as many petroleum wholesalers, retailers, and service companies and thousands of workers entered the town. By 1933 the population was an estimated 5,000, and eighty-four businesses were reported in the community. The Conroe school district, rescued from financial distress by the discovery of oil within its boundaries, became one of the wealthiest in the state, and its enrollment began to grow rapidly. A new black high school was built in 1933, and a new white elementary school and a junior high were soon constructed. A community center and a swimming pool were completed by the district in the early 1940s.

The oil revenues and population influx of the 1930s lent Conroe a boomtown atmosphere. It briefly claimed more millionaires per capita than any other town in the United States. During the early 1930s streets were paved for the first time, and U.S. Highway 75 was extended through the town. The thirty-seven-room State Hotel was completed in 1933. The ornate Crichton Theater was erected on the courthouse square in 1935. In 1936 a new courthouse was constructed, and two years later a county hospital was completed not far from the courthouse square. That year the population surged to an estimated 10,000, but it soon began to subside as production in the Conroe oilfield crested and began a gradual decline. By 1941 the population stood at an estimated 4,624.

During World War II^{qv} the town's lumber industry revived, but it never regained its earlier preeminence and lapsed into a steady decline after 1950. Its former position was increasingly assumed by chemical firms, including a carbon black factory (*see* CARBON BLACK INDUSTRY) and a recycling plant, established after the oil discovery. The Montgomery County Airport, three miles northeast of town on Farm Road 1484, was constructed during the war as a military facility but since 1945 has served as a local airfield. In 1946 the Montgomery County Library was established in Conroe. A new black high school constructed in the early 1950s remained the pride of the black community until Conroe's schools were desegregated in 1968. By 1952 Conroe had a population estimated at 7,313 and 340 businesses. The population climbed to an estimated 9,192 in 1961 and 11,969 in 1972.

With the construction of Interstate Highway 45, increasing numbers of Houstonians took up residence on the margins of Conroe. Lake Conroe was impounded in the late 1960s and early 1970s, seven miles northwest on the West Fork of the San Jacinto River, further stimulating local growth. In addition to the familiar lumber and petrochemical concerns, a number of new manufacturing and engineering firms have been established in Conroe. The population reached an estimated 18,034 by 1982. Conroe Independent School District had an enrollment of 8,873 in 1971 and 15,112 by 1976. In 1980 the district employed 1,200 teachers in twenty-eight schools. Conroe Normal and Industrial College has struggled for survival since the depression; by 1980 enrollment had been reduced to 176. In the 1980s Conroe had two hospitals, a nursing home, ten medical clinics, nineteen churches, three radio stations, a television station, a cab company, a new sewage treatment plant, and a newspaper named the *Daily Courier*. The population grew to 27,610 by 1990.

BIBLIOGRAPHY: Robin Navarro Montgomery, *The History of Montgomery County* (Austin: Jenkins, 1975). Montgomery County Genealogical Society, *Montgomery County History* (Winston-Salem, North Carolina: Hunter, 1981). *The Choir Invisible: An Early History of Montgomery County* (Montgomery, Texas: Montgomery Historical Society, 195?).

Charles Christopher Jackson

The following, adapted from the *Chicago Manual of Style*, 15th edition, is the preferred citation for this article.

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(NOTE: "s.v." stands for sub verbo, "under the word.")

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Communities in the Montgomery County Area

Conroe / Lake Conroe, Texas

Isaac Conroe was born in New Jersey in 1835, when the Texas Revolution was in its infancy. In 1881, Montgomery County was 44 years old when the City of Conroe was born. Army Captain Isaac Conroe became a lumberman and was constructing a 2-½ mile wooden tram to link his lumber mill with the north-south International and Great Northern Rail road. The new rail stop was named "Conroe's Switch". By 1889 this crossroads community became the county seat and Mr. Conroe became its first postmaster.

Today Conroe is one of the fastest growing areas in the state and offers its residents and visitors a wealth of history, affordable housing, and family oriented communities and outstanding entertainment year round. More than one million people a year visit the county to take advantage of the Sam Houston National Forest, 22,000-acre Lake Conroe and other fine amenities. Our medical center can provide you with the best medical care from Childbirth to heart surgery. Our business climate is growing as small business owners and industry are trying to relocate here. Only 30 miles from downtown Houston, Conroe enjoys life of a big city without living there.

- [Send me more information about the Conroe / Lake Conroe area.](#)

Montgomery, Texas

Prior to 1837, Montgomery was a trading post located a mile north of the present site. Owen and Margaret Montgomery Shannon, colonists with Stephen F. Austin, had settled on their grant of land and traded with the Indians.

In its early days, Montgomery was the trade center for a large farming area, where stagecoach, railroad and telegraph lines crossed.

The Lone Star Flag of Texas was a product of the vision of Dr. Charles Bellinger Stewart, a resident of the city of Montgomery. Serving as the first Secretary of State for the Republic of Texas, he was the first to sign the Texas Declaration of Independence on March 2, 1836.

President Mirabeau B. Lamar appointed a committee to create an official flag for the Republic and Dr. Stewart was asked to create a draft for a flag. The sketch was on vellum featuring three rectangles of equal size, one vertical and the other two horizontal. In the vertical he placed a lone star. The red, white and blue of the Lone Star Flag of Texas stand for bravery, purity and loyalty.

The committee approved this design and the design for the state seal, which Stewart had also designed. President Mirabeau B. Lamar approved both on January 25, 1839.

One Hundred and Sixty Four years later, growing faster than the mind can imagine, yet still small in size, the city of Montgomery offers residents and visitors alike a vast number of exciting and enjoyable experiences. From the Antique shops of down town Montgomery, the unspoiled beauty of the Sam Houston National Forest, a true golfers paradise with over 228 holes in Montgomery County, to Lake Conroe covering 22,000 acres, (noted as "Houston's Playground"), there is something here for everyone.

Whether looking for your first home or looking for the place to retire, Montgomery will be that exciting place to call your home.

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MAIL

The following article marks the first in a series of historical features on Montgomery County. The excerpts featured here are from an article written by Charles Christopher Jackson for the Handbook of Texas, published by the Texas State Historical Association.

In 1881, Houston lumberman Isaac Conroe established a sawmill on Stewart's Creek two miles east of the International Great Northern Railroad's Houston-Crockett line on a tract of land in the J. Smith survey, first settled in the late 1830's. A small tram line connected the mill to the track, but Conroe soon transferred his operations down the tracks to the rail junction, where his new mill became a station on the I-GN. In January 1884, a post office was established at the mill commissary, and, at the suggestion of railroad official H.M. Hoxey, the community took the name Conroe's Switch, in honor of the Northern-born, former Union cavalry officer who founded it and served as its first postmaster; within a decade the name was shortened to Conroe.

In the mid 1880's the Gulf, Colorado and Santa Fe Railway extended its Navasota Montgomery spur eastward through the town, which thus became the only junction of major rail lines in the county. A lumber boom beginning in the late nineteenth century in the Piney Woods of eastern and central Montgomery County attracted scores of settlers to Conroe. In 1889, Conroe replaced Montgomery as the county seat. A residence donated by Isaac Conroe served as a temporary courthouse until a permanent brick structure could be erected in 1891.

By 1892 the community had become a shipping center for lumber, cotton, livestock and bricks. It had five steam-powered saw and planing mills, several brickyards, a cotton gin, a gristmill, and several hotels and general stores. The Conroe Independent School District was established and by 1896 the community's first weekly newspaper, the Courier, had been founded.

By 1900, Conroe was Montgomery County's largest community. It was incorporated in 1904 with a population of 1,009, and its first mayor and city council were elected the following year. In 1906, the first electric lighting appeared in the town when an electrical generating plant was constructed on nearby Stewart's Creek.

The prosperity of the local agriculture and timber industries in the early twentieth century enabled Conroe to continue its rapid early growth despite severe fires in 1901 and 1911, which destroyed much of the business district near the courthouse square. After a few years of sustained growth, the town's prosperity was threatened in the late 1920's by the dwindling of the improperly managed local timber supply. Then in 1930 the spreading effects of the Great Depression struck Montgomery County, drastically curtailing lumber production and forcing many mills to close. In November 1930, Conroe's only bank abruptly failed and pushed many residents and institutions into financial doldrums for many years.

The community's fortunes improved on December 13, 1931, when George W. Strake discovered oil seven miles southeast of town, thus marking the opening of the Conroe Oilfield and triggering an oil boom in the county. Within weeks the local economy had revived, and the Conroe school district, rescued from financial distress by the discovery of oil within its boundaries, became one of the wealthiest in the state.

The oil revenues and population influx of the 1930s lent Conroe a boomtown atmosphere. It briefly claimed more millionaires per capita than any other town in the United States. During the early 1930s, the streets were paved for the first time and US Highway 75 was extended through the town. The ornate Crichton Theatre was erected on the courthouse square in 1935 and in 1936 a new courthouse was constructed. These structures still stand today as a testament to the town's early history.

For statistical information about Conroe, follow this [link](#).



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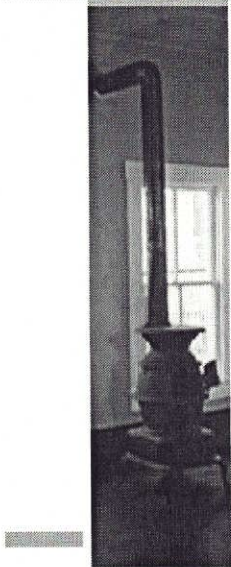
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FOREST LEGACY



Choose an Attraction

Attraction: Texas Historical Marker: Isaac Conroe Property
County: Montgomery
City: Montgomery
Website: NA

Description

Isaac Conroe served in the Union army during the Civil War, and moved to Lynchburg and Houston in 1866. He built a sawmill at Haltom and three years later moved his business to the Beach community. The town of Conroe grew up around the intersection and Isaac became the first postmaster of the settlement. Isaac contracted the use of the property for a temporary courthouse. In 1896, Conroe sold the house to William Conroe, his son and prominent lumberman and oilman.



Located at Ave A and 1st Street in Conroe.

Hours: NA
Contact: NA



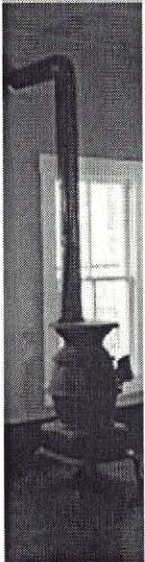
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FOREST LEGACY

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Description



In 1881, Houston lumberman Isaac Conroe established a sawmill on Stewart's Creek two miles east of the International Great Northern Railroad's Houston-Crockett line on a tract of land in the J. Smith survey, first settled in the late 1830's. A small tram line connected the mill to the track, but Conroe soon transferred his operations down the tracks to the rail junction, where his new mill became a station on the I-GN. In January 1884, a post office was established at the mill commissary, and, at the suggestion of railroad official H.M. Hoxey, the community took the name Conroe's Switch within a decade the name was shortened to Conroe. In the mid 1880's the Gulf, Colorado and Santa Fe Railway extended its Navasota Montgomery spur eastward through the town, which thus became the only junction of major rail lines in the county. A lumber boom beginning in the late nineteenth century in the Piney Woods of eastern and central Montgomery County attracted scores of settlers to Conroe. In 1889, Conroe replaced Montgomery as the county seat. By 1892 the community had become a shipping center for lumber, cotton, livestock and bricks. It had five steam-powered saw and planing mills, several brickyards, a cotton gin, a gristmill, and several hotels and general stores. The prosperity of the local agriculture and timber industries in the early twentieth century enabled Conroe to continue its rapid early growth despite severe fires in 1901 and 1911, which destroyed much of the business district near the courthouse square. After a few years of sustained growth, the town's prosperity was threatened in the late 1920's by the dwindling of the improperly managed local timber supply. Then in 1930 the spreading effects of the Great Depression struck Montgomery County, drastically curtailing lumber production and forcing many mills to close. In November 1930, Conroe's only bank abruptly failed and pushed many residents and institutions into financial doldrums for many years. However in 1931 oil was discovered just outside of town and Conroe's future success the centered on chemical and oil production.

Hours: NA
Contact: NA

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